

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, OCT. 1, 1886.

The Legislature.

As the time approaches for the General Assembly of the State to meet, the press naturally contains speculations upon its probable course.

There will be several officers to fill, and, of course, there will be considerable electioneering among the friends of aspirants or candidates. Comptroller, Secretary of State, Treasurer, several Solicitors, two Judges, two Senators in Congress, besides the officers of the two Houses—all together make quite a budget.

Then will come up various matters relating to the public works, the finances and the taxation of the State. We put the officers first, because we want to see the way filled and disposed of so that they may be out of the way of real business.

Both houses are overwhelmingly Democratic, and therefore we may expect the different offices in their gift to be filled by Democrats. For President of the Senate, we have heard only Hon. Bedford Brown of Caswell, and T. D. McDowell Esq., of Bladen, spoken of so far. For Mr. Brown, we entertain the highest respect—for Mr. McDowell, we confess to an additional feeling of warm personal friendship. With no disparagement to Mr. Brown, we should be much gratified by the election of Mr. McDowell.

For the Speakership of the House three names are mentioned—to wit:—Thomas Settle, Jr., of Rockingham, Wm. Hill, of Halifax, and John C. Badham, of Chowan, all comparatively young men, but possessing considerable legislative experience and a familiarity with parliamentary rules and usages. Mr. Hill is a native Wilmingtonian, and at one time represented New Hanover County in the House of Commons. He is a gentleman of decided talent. Mr. Badham is about Mr. Hill's age, has served several sessions, is prompt and ready, and a man of ability. Mr. Settle is the youngest of the three. He was frequently called to preside during the last session, and did so with credit to himself.

Now, in regard to Senators, we are the advocates of no particular men as such. If good and true and able men and sound Democrats be elected, we shall be satisfied in that respect. But especially must we insist upon the last qualification. The Senators must be sound to the core—we want no tinkering around.

So much for individual qualification. There is another thing to which, without wishing to be sectional, we feel bound to refer in this connection. The location of the Senators. Why should the South-side be a proscribed region in all State appointments. Four-fifths of all our State Senators, Governors, Treasurers, etc., etc., for the last twenty years have come from the Virginia line, or from a few counties near the centre of the State. Why is this?

Is the sense, the patriotism, the Democracy or the Whiggery of the State confined to a certain number of counties? Are we sure enough under Virginia influence? Must all our State officers bring with them a certain odor of the Old Dominion? Must our roads go to Virginia and bring us back Virginia influences in exchange for our produce? Really we see no reason for it. We have a Governor elected, who is not so situated—why can we not go farther and complete our emancipation by giving other sections of the State a chance at the Senate, and State offices?

The State owes money and must provide means for its ultimate payment, as well as for the prompt meeting of the annually accruing interest. We go most emphatically for redeeming every pledge that North Carolina has made. Far distant, indeed, be the day when repudiation will be even dreamed of among us. We can only meet all our engagements by imposing taxes sufficient to provide an adequate revenue. Debt means taxation. Assistance to public works is but another phase for debt and its necessary concomitant, at least until such works begin to pay, if they ever do. We owe some six to seven millions of dollars. We are pledged to more. How came we owe so much? What were the arguments used—what the feeling appealed to?—Was it not due to develop North Carolina—to afford markets for her products and products for her markets—to bring the East and the West together, and all that? Were these and such as these not the arguments used and was not State pride the feeling appealed to? How otherwise could the various grants of assistance to Western Railroads have been passed with the help of Eastern votes? or vice versa?

The question arises and will come up at the next session, as to whether these arguments were urged in good faith by those who employed them? Whether the implied promise which their use involved is to be kept sacred or whether it is to be violated—whether the State works are to be a bond of union to bind together her different parts, or a middle wall of partition to divide them and keep them asunder. It will remain to be seen whether indeed we have been building North Carolina works, or simply constructing extensions of, feeders to, the works of our neighbors, intended to carry our products to their ports or railroads for the taxes raised from the people of our own seaboard, out to this latter alternative does the tapping principle now advocated by many, amount.

Are we to have a Danville Connection? If we are, then, as the whole N. C. R. R. and also its extensions west of Greensboro' become de facto Virginian, we would go against the expenditure of another cent of North Carolina money upon them. Let that dance pay the piper. Why should the East be squeezed for what could be none of their business? The same sort of reasoning will apply to all these tapping projects.

But the Western North Carolina Railroad has a charter—a liberal one; still it will come forward with an application for an amendment. That amendment will amount to an abrogation of the section feature—to a permission to work simultaneously on both sides of the Ridge at once, and finally to getting the State to bear the whole or the most of the expense of the mountain section. Now, we are not illiberal in our notions. We take it that soon or later some one road will cross the Blue Ridge in our State, and but one, and that this road must be largely assisted by the State. We have our doubts about its paying, but we have none about its being made. It is to be done whether we want it or not. The sooner it is done, consistent with the means and credit of the State, the better.

Well, as it seems to be conceded that but one crossing of the Blue Ridge can or will be made, it becomes the more essential to have that crossing, together with the road west of it, so arranged as to most easily connect with the different public works East of the mountains. The western North Carolina Road is pushing towards the mountains from Salisbury—the Wilmington, Charlotte & Rutherford Road is trying to work west from Charlotte. Both want a connection with the country west of the mountains, but both cannot expect an independent crossing. Let them, as the Asheville Spectator suggests, agree upon a joint crossing-place. Let us further suggest that the road from the commencement of the crossing to its western terminus at the State line, be a separate and independent road, with no interests or inducements to favour one of the connecting lines at the expense of the other. Unless this we do we would value the connection of the W. C. & R. R. with the over-mountain line as not worth a copper.

We really think that our people are still favourable to internal improvement, but they must be assured that it is "judicious"—that it will cure at least as much to the benefit of those whose money goes to make the improvement, as of those who don't give a cent to that object. Without some such guarantee, granting further aid would not be liberality, it would be suicidal folly.

What is past is past and cannot be helped. Let us at least not repeat our already discovered follies. If further aid is to be granted to the Western Railroad, for that the proposed amendment of its charter amounts, let some compensation be obtained, some North Carolina character be given and secured to our works, as the condition of such further aid.

Let capriciousness should find ground of offence we think it best to State again that our views in favour of State aid to the Fayetteville and Western Road are still unchanged. That must be a North Carolina work.

But our revenue system,—that is another matter in regard to which our people look for action. It ought to be framed so as to least oppress the people or retard the development of the State; at any rate, it surely ought not to be made to discriminate against the mercantile communities of our own towns and in favour of those of other States who pay nothing into the Treasury of North Carolina.

The whole system of our merchants' taxes is more or less liable to this objection, as also to that of inequality. Take now the tax of something like ten thousand dollars levied on the business of merchants in Wilmington. It is the fact that business is done in any town that gives value to real estate there. It is almost solely so here.

It appears in the assessed value of property, and the increased taxes on that property are really due to the business done. Every dollar of benefit done to a place is thus immediately shown in the increased assessment, and is paid for in the increased taxes. Imposing additional direct taxes is neither more nor less than double taxation. But again: some taxes are so imposed as to amount, not to an incidental, but to a direct discrimination. That upon liquors certainly is. A comes from the interior to buy groceries in Wilmington, Newbern, or elsewhere in North Carolina. Part of his stock is liquor. When the North Carolina merchant sells it to him, he has to pay five per cent. upon the invoice to the Treasury of the State. Suppose A goes to Norfolk, Petersburg or Charleston; he gets liquor which pays no such duty; he gets it cheaper, and this liquor, when he goes to retail it, stands on just as good ground as that which has already paid five per cent. to the State. Every merchant here knows how this thing operates.

We want the whole State to be considered fairly and liberally on State grounds, in the matter of offices, appointments, appropriations and taxes, without clogging or improper discriminations against any of her interests or her people. In fairness and equality we are willing to go as far as the farthest; otherwise, if a different policy is to be pursued, we would be for going just as little way as the slowest, and most reluctant.

Hayti and the Dominican Republic.

The beautiful and fertile island of Hispaniola, one of the first discoveries of Columbus, but a fifth smaller in area than Cuba, and possessing probably a larger amount of productive soil than that Gem of the Antilles, offers in other respects a most striking contrast to the position of its more valuable neighbor. Originally conquered by the Spaniards, who worked the natives to death and then brought in Africans to supply their place, a portion of it was subsequently squatted upon by French adventurers, who acquired the name of "buccaniers," and who joined themselves with certain other freebooters, who made their salies from the Tortugas in small swift fish boats, from which they got the name of "Filibusters." The names of buccaniers and Filibusters have since been objects of terror to the Spanish colonies, and one of them survives even unto the present day.

The squatted portion was formally ceded to France in 1773. This was the western part of the island, and is that now known as the Empire of Hayti, in contradistinction from San Domingo or the Dominican Republic which occupies the Eastern portion. The French colony soon took the lead of the Spanish, which rapidly declined; and when, immediately after the French Revolution, the then existing government of that country gave freedom to the slaves, its population and products far exceeded those of the Spanish colony. The ineffectual efforts of the First Consul to reduce the slaves again to their previous condition, together with the tragical results that ensued, are well known.

The Spanish colony did not declare its independence of the mother country until 1821, soon after which event it was subjugated by and annexed to the negro Republic of Hayti, or French Hayti. In 1844 it turned upon the Haytiens, drove them out and organized the present Dominican Republic, with a constitution modeled after that of Venezuela. The Haytiens never acknowledged the independence of the Dominicans, but have kept trying to re-subjugate them. Santana was the first President of San Domingo, and appears to be their best general and ablest man.

Hayti is a negro empire. San Domingo is certainly entitled to no higher position than a mullato republic, without character or stability, one time threatened by invasion—the other by feuds and dissensions at home. After trying to find out something about this people, we are really unable to discover anything that should sufficiently interest our feelings or appeal to our interests as to make us take any part between them and Solonque, or care which whips in any contest, and we are unable to understand the fuss made over the matter by some papers in the United States. It is dog eat dog—or perhaps we ought to say—a mule and jack-ass fight.

The Burning of the Austria.

Almost exactly on the anniversary of the loss of the Central America, the steamship Austria was destroyed by fire, as reported elsewhere in our columns, with a presumed loss of over five hundred persons, only sixty-seven being known to have been saved, out of six hundred. The Central America, with nearly five hundred souls on board, perished in the fearful gale of the 12th Sept., 1857. On the 13th Sept., 1858, the Austria, with six hundred on board took fire, and was destroyed. The details as given are harrowing in the extreme. It is possible that, in this case, as in that of the Central America, several more may yet turn up among the saved than those reported at first. In the terror and confusion of the wreck, no accuracy could be expected.

The Austria was a first class propeller iron Steamship, built on the Clyde near Glasgow, was nearly new, and valued at \$350,000. She had on board a valuable freight. With the Saxonia, Borussia and Hammonia, she formed the new line between New York and Hamburg via Southampton. The great proportion of her passengers were Germans, some of them emigrants, some American citizens who had visited Europe either on business or for motives of friendship. This makes the eleventh Atlantic Steamship that has been lost since 1840, besides two others lost on the Coast and Gulf lines, which would swell the number to thirteen. None of the passengers hail from points South of Washington City.

COMETS AND GOOD WINES.—By a somewhat remarkable coincidence it has been remarked that the years distinguished by the appearance of comets, have also been distinguished by superior vintages, and the quality of the vintage has risen in proportion to the brilliancy of the Comet. Indeed, so marked has this fact become, as to assume the character of a brand—"Comet Brand," as indicating a superior vintage. This year the vintage is very superior both as to quantity and quality, and we have a comet. Also the Strychnine crop is abundant and Whiskey is plenty—"Comet Whiskey."

Last night or this morning, about two o'clock, we were roused by the cry of fire, but were happy to find that the fire, if any, had been promptly subdued. The alarm, we heard, proceeded from the neighbourhood of the lower mills.—Daily Journal, 29th ult.

Early in the Field.

"The East Tennesseean," published at Maryville, Tennessee, boasts the name of Hon. Howell Cobb, of Georgia, and Hon. David S. Reid, of North Carolina, for President and Vice President in 1860. We like both the gentlemen, but cannot support them both together. While we claim to belong to the American Union, we must recognize political and personal ties co-extensive with that Union. While we co-operate with a national party, we cannot, of course, deviate from that understood principle of party usage which looks for the candidate for one office from one section, and of the other candidate from the other. We do not wish to imitate the Black Republicans, in getting or going for a sectional ticket, not even although it should be a Southern sectional ticket.

The Grave of Franklin.

In a now desecrated burying ground at the corner of Fifth and Arch streets, Philadelphia, reposes the remains of Benjamin Franklin, the Philoposie Statesman of the Revolution. The ground is surrounded by a solid wall, from which a panel has been recently taken and replaced by a handsome iron railing, leaving a sort of window through which the passer-by may look upon the grave of Franklin—and almost literally upon the grave, and hardly more. It is well that the fame of Franklin requires "no storied urn or animated bust" to perpetuate it to future ages. A plain slab, sunk almost level with the ground, marks the place where rest the remains of one whose memory used to be revered equally as Philoposie and Patriot—to whom were attributed some of the most practically useful discoveries in electrical science, but who has lately yielded all his laurels to Cyrus W. Field, et alius omne.

It may be that the apparently studied bareness of Franklin's grave is in accordance with some desire intimated or expressed by himself. His name is honorably connected with the streets, squares, buildings, societies, and institutions of Philadelphia, the city of his adoption, and his image in lead stands in the enclosure of the Pennsylvania Hospital, painted every Spring, sometimes green, sometimes blue, and sometimes black.

The Comet made an exceedingly brilliant appearance last night, and will make even a more brilliant one to-night, should the weather prove favorable. It is now very near to its point of greatest lustre, and will commence receding soon. It is the only really brilliant Comet we have had since 1843. This was the greatest we have any record of, being visible even in the day time. The astronomers say that it must have gone round the sun at a distance of not more than ninety thousand miles from the surface of that luminary, and at such a rate as to have actually carried it half-way round in two hours and a half.

MATTEOZZI, the bribed, and worse, the found-out Congressman, from one of the immaculate "rural districts" of New York, "declines being again a candidate." MATTEOZZI is well off—has made money—whether honestly or not amounts to little—he has made money, and will soon get over any foolish little fuss about the manner of his making it. He will live respected and die regretted—on his tombstone. A worthy man, possessed of much moral character.

We are indebted to W. W. Whitaker, Esq., Secretary of the Executive Committee of the North Carolina Agricultural Society, for the courtesy of complimentary tickets to the Fair Grounds, etc., on the occasion of the approaching State Fair, to be held at Raleigh on the 19th, 20th, 21st and 22d days of October, 1886. From all appearances, the fair will be a very successful one.

We had the pleasure this morning of meeting Hon. Warren Winslow, the representative in Congress from this district. We were happy to find Mr. Winslow in the enjoyment of excellent health and looking remarkably well. We were also pleased to learn that Mr. Winslow had officially declined the tender of the Sardinian mission recently made to him. This leaves his valuable services to be retained by the people of his district. Daily Journal, 30th ult.

HILLSBOROUGH MILITARY ACADEMY.—In another column will be found the advertisement of the above Institution, to be opened at Hillsborough on the 12th January, 1887. Captain Twiss is spoken of in the very highest terms, both as a gentleman and a teacher, as also Mr. Gaillard. Hillsborough is one of the most pleasant and healthful locations in the State.

THE DANVILLE CONNECTION.—A correspondent of the last Charlotte Democrat, proposes the holding of a Convention of the friends of the Danville Connection, at Greensboro', sometime before the meeting of the State Fair on the 18th October. There will evidently be a strong effort made in that direction at the ensuing Legislature.

The Queen of Portugal is also—pretty well, thank you. Ditto Queen Victoria. Likewise the Empress Eugenia.

The deaths in Charleston from yellow fever for the week ending last Saturday, reached 86—being a decrease, as compared with the previous week.

CITY RAILROADS.—The Philadelphia Bulletin says that there are sixty miles of single-track railroad within the corporate limits of that city, all of which has been laid within the last eleven months.

OUR CABLE.—We have on exhibition at our office, a piece of the hawser made use of by the officers of the United States Government in transferring the Africans from the slave ship, Glench, to the deck of the frigate Niagara. It is eleven inches in circumference; is a hawser laid hawser; each of the laid ropes is six inches in circumference, made of fifty-six individual strands of Manila. The hawser bears marks of the chafing or rubbing of the tub which carried the negroes over. This hawser will remain for the inspection of the curious at our office for a few days. We have no intention of cutting it into small pieces for the children of the market.

Better convert the hawser into watch seals and breast pins. It would do quite as well for ornaments of this kind as copper-wire, covered with gutta percha and iron wire.

So a friend of our elbow suggests, but we don't agree with him, unless we could get Polyphemus and his Cyclops to wear them. Besides, we question whether the odor of two hundred and eighty Africans could readily be removed, or neutralized.

KING SOLOMON'S LODGE NO. 138, LONG CREEK, Sept. 24, 1886.

WHEREAS, This Lodge has heard with mournful feelings of the sudden death, on the 10th inst., of our worthy and esteemed brother, John D. Moore. Therefore,

Resolved, That in his death Masonry has lost a true friend, this Lodge an active and useful member, and the community a good man.

Resolved, That he was ever faithful to his obligations as a Mason, and that as a professed Christian, his walk was in our opinion consistent and upright.

Resolved, That we sympathize with his bereaved widow and orphans, in their day of sorrow, and that we will remember them as it becomes Masons to remember the widows and orphans.

Resolved, That we will wear the usual badge of mourning for thirty days, in testimony of our respect for the memory of our deceased brother.

Resolved, That we will perform the rites and ceremonies of Masonry over our deceased brother at his place of residence, and that brother G. W. Wallace, in accordance with our wishes and that of the family, be requested to preach his funeral sermon.

Resolved, That Wednesday, the 13th day of October, next be the day appointed for the said ceremonies and services, and that all Masons in good standing are invited to attend.

Resolved, That a copy of these resolutions be sent by our Secretary, requesting the Wilmington Journal to publish, and the Biblical Recorder to copy, and our Secretary send a copy to the family of the deceased, and also spread the same on our minutes.

W. S. LARKINS, Secretary.

TRIAL OF CAPTAIN TOWNSEND, of the slave bark Echo, has been remanded on \$5,000 bail to the October term, when the question of jurisdiction will be argued.

THE LOSS OF THE AUSTRIA.

Narrative of a Second Passenger. THIRILLING SCENES AND INCIDENTS. MIRACULOUS ESCAPES FROM THE BURNING SHIP.

ORIGIN OF THE DISASTER, &c., &c., &c. HALIFAX, Sept. 27.—The barque Lotus arrived here yesterday with twelve of the sixty-seven passengers saved from the steamer Austria, which was burned at sea on the 13th inst. A passenger reports that a little after 2 o'clock on the afternoon of the 13th a dense volume of smoke burst from the after entrance to the steerage. The speed of the steamer was instantly slackened to a halt, at which rate she continued until the magazine exploded, when the engines were supposed to have been instantly suffocated.

The fire spread through the lights amidship, spreading with fearful rapidity. A boat was let down on the port side and instantly crushed. Another on the starboard side was swamped from the number of people rushing into it.

All the first-cabin passengers were on the poop, excepting a few gentlemen, who must have been suffocated in the 13th inst. A passenger reports that a little after 2 o'clock on the afternoon of the 13th a dense volume of smoke burst from the after entrance to the steerage. The speed of the steamer was instantly slackened to a halt, at which rate she continued until the magazine exploded, when the engines were supposed to have been instantly suffocated.

Many of the second cabin passengers were also on the poop, but a number were shut up in the cabin by the fire. Some of these were pulled up through the ventilators, but the greater portion perished. The last woman who was drawn up said that six were already suffocated. Several men and women on the poop jumped into the sea brightly lit by the fire. Some of the men were already in flames; others hesitated until they were driven to the step by the advancing flames, and in half an hour not a soul was left on the poop.

The French barque Maurice, Capt. Ernest Renaud, came alongside at five o'clock and rescued forty of the passengers, who were chiefly taken off the bowsprit, but still in the water. The water was very hot, and at 6 o'clock one of the metallic boats came up with twenty-two persons, including the first and second officers. Subsequently four men were picked up on a floating piece of a broken boat. The second officer was afterwards rescued from the water, and both he and the third officer were severely burnt. Many of the male passengers were suffocated.

Only six women were saved and three of these were shockingly burnt.

A Norwegian barque went alongside the wreck the next morning, and may have picked up a few persons. The Maurice had no communication with her.

[SECOND DISPATCH.]

The barque Maurice proceeded with the Austria's passengers to Fayal. The passenger from whom the information is derived says that when the captain of the Austria heard of the fire, he rushed on deck, exclaiming, "We are all lost!" He then let down one of the boats, which was immediately lost, and he fell into the sea and was left for dead. The same passenger says that the first officer, who was picked up by the Maurice, while fighting the steering wheel with burning tar, under the superintendence of the 4th officer.

The only British subject on board was Mr. Brew, an officer in the British civil service, on his way to Columbia. The following is a list of the saved: L. Kuhn, 1st of Beer; B. Hertman, 2d do; S. Bernett, 3d do; C. Meier, 4th do; J. H. Richter, 5th do; J. H. Richter, 6th do; S. Bernett, 7th do; B. Hertman, 8th do; L. Kuhn, 9th do; J. H. Richter, 10th do; S. Bernett, 11th do; B. Hertman, 12th do; L. Kuhn, 13th do; J. H. Richter, 14th do; S. Bernett, 15th do; B. Hertman, 16th do; L. Kuhn, 17th do; J. H. Richter, 18th do; S. Bernett, 19th do; B. Hertman, 20th do; L. Kuhn, 21st do; J. H. Richter, 22nd do; S. Bernett, 23rd do; B. Hertman, 24th do; L. Kuhn, 25th do; J. H. Richter, 26th do; S. Bernett, 27th do; B. Hertman, 28th do; L. Kuhn, 29th do; J. H. Richter, 30th do; S. Bernett, 31st do; B. Hertman, 32nd do; L. Kuhn, 33rd do; J. H. Richter, 34th do; S. Bernett, 35th do; B. Hertman, 36th do; L. Kuhn, 37th do; J. H. Richter, 38th do; S. Bernett, 39th do; B. Hertman, 40th do; L. Kuhn, 41st do; J. H. Richter, 42nd do; S. Bernett, 43rd do; B. Hertman, 44th do; L. Kuhn, 45th do; J. H. Richter, 46th do; S. Bernett, 47th do; B. Hertman, 48th do; L. Kuhn, 49th do; J. H. Richter, 50th do; S. Bernett, 51st do; B. Hertman, 52nd do; L. Kuhn, 53rd do; J. H. Richter, 54th do; S. Bernett, 55th do; B. Hertman, 56th do; L. Kuhn, 57th do; J. H. Richter, 58th do; S. Bernett, 59th do; B. Hertman, 60th do; L. Kuhn, 61st do; J. H. Richter, 62nd do; S. Bernett, 63rd do; B. Hertman, 64th do; L. Kuhn, 65th do; J. H. Richter, 66th do; S. Bernett, 67th do; B. Hertman, 68th do; L. Kuhn, 69th do; J. H. Richter, 70th do; S. Bernett, 71st do; B. Hertman, 72nd do; L. Kuhn, 73rd do; J. H. Richter, 74th do; S. Bernett, 75th do; B. Hertman, 76th do; L. Kuhn, 77th do; J. H. Richter, 78th do; S. Bernett, 79th do; B. Hertman, 80th do; L. Kuhn, 81st do; J. H. Richter, 82nd do; S. Bernett, 83rd do; B. Hertman, 84th do; L. Kuhn, 85th do; J. H. Richter, 86th do; S. Bernett, 87th do; B. Hertman, 88th do; L. Kuhn, 89th do; J. H. Richter, 90th do; S. Bernett, 91st do; B. Hertman, 92nd do; L. Kuhn, 93rd do; J. H. Richter, 94th do; S. Bernett, 95th do; B. Hertman, 96th do; L. Kuhn, 97th do; J. H. Richter, 98th do; S. Bernett, 99th do; B. Hertman, 100th do; L. Kuhn, 101st do; J. H. Richter, 102nd do; S. Bernett, 103rd do; B. Hertman, 104th do; L. Kuhn, 105th do; J. H. Richter, 106th do; S. Bernett, 107th do; B. Hertman, 108th do; L. Kuhn, 109th do; J. H. Richter, 110th do; S. Bernett, 111th do; B. Hertman, 112th do; L. Kuhn, 113th do; J. H. Richter, 114th do; S. Bernett, 115th do; B. Hertman, 116th do; L. Kuhn, 117th do; J. H. Richter, 118th do; S. Bernett, 119th do; B. Hertman, 120th do; L. Kuhn, 121st do; J. H. Richter, 122nd do; S. Bernett, 123rd do; B. Hertman, 124th do; L. Kuhn, 125th do; J. H. Richter, 126th do; S. Bernett, 127th do; B. Hertman, 128th do; L. Kuhn, 129th do; J. H. Richter, 130th do; S. Bernett, 131st do; B. Hertman, 132nd do; L. Kuhn, 133rd do; J. H. Richter, 134th do; S. Bernett, 135th do; B. Hertman, 136th do; L. Kuhn, 137th do; J. H. Richter, 138th do; S. Bernett, 139th do; B. Hertman, 140th do; L. Kuhn, 141st do; J. H. Richter, 142nd do; S. Bernett, 143rd do; B. Hertman, 144th do; L. Kuhn, 145th do; J. H. Richter, 146th do; S. Bernett, 147th do; B. Hertman, 148th do; L. Kuhn, 149th do; J. H. Richter, 150th do; S. Bernett, 151st do; B. Hertman, 152nd do; L. Kuhn, 153rd do; J. H. Richter, 154th do; S. Bernett, 155th do; B. Hertman, 156th do; L. Kuhn, 157th do; J. H. Richter, 158th do; S. Bernett, 159th do; B. Hertman, 160th do; L. Kuhn, 161st do; J. H. Richter, 162nd do; S. Bernett, 163rd do; B. Hertman, 164th do; L. Kuhn, 165th do; J. H. Richter, 166th do; S. Bernett, 167th do; B. Hertman, 168th do; L. Kuhn, 169th do; J. H. Richter, 170th do; S. Bernett, 171st do; B. Hertman, 172nd do; L. Kuhn, 173rd do; J. H. Richter, 174th do; S. Bernett, 175th do; B. Hertman, 176th do; L. Kuhn, 177th do; J. H. Richter, 178th do; S. Bernett, 179th do; B. Hertman, 180th do; L. Kuhn, 181st do; J. H. Richter, 182nd do; S. Bernett, 183rd do; B. Hertman, 184th do; L. Kuhn, 185th do; J. H. Richter, 186th do; S. Bernett, 187th do; B. Hertman, 188th do; L. Kuhn, 189th do; J. H. Richter, 190th do; S. Bernett, 191st do; B. Hertman, 192nd do; L. Kuhn, 193rd do; J. H. Richter, 194th do; S. Bernett, 195th do; B. Hertman, 196th do; L. Kuhn, 197th do; J. H. Richter, 198th do; S. Bernett, 199th do; B. Hertman, 200th do; L. Kuhn, 201st do; J. H. Richter, 202nd do; S. Bernett, 203rd do; B. Hertman, 204th do; L. Kuhn, 205th do; J. H. Richter, 206th do; S. Bernett, 207th do; B. Hertman, 208th do; L. Kuhn, 209th do; J. H. Richter, 210th do; S. Bernett, 211th do; B. Hertman, 212th do; L. Kuhn, 213th do; J. H. Richter, 214th do; S. Bernett, 215th do; B. Hertman, 216th do; L. Kuhn, 217th do; J. H. Richter, 218th do; S. Bernett, 219th do; B. Hertman, 220th do; L. Kuhn, 221st do; J. H. Richter, 222nd do; S. Bernett, 223rd do; B. 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Marine Intelligence

RECEIVED AT NEWBORN, S. C.

PORT OF WILMINGTON, NORTH CAROLINA.

ARRIVED.

Sept. 23.—Stevenson Cox, Rahm, from Fayetteville, to J. M. Larie.

Steamer Fanny Luterloh, Elder, from Fayetteville, to A. H. N. steamer.

Sept. 24.—Schr. Devil Bug, Davis, from Smithville, to Willard & Griggs; with naval stores.

Schr. Baully, Davis, from Little River, to Willard & Curtis; with fish.

Schr. James Davis, —, from New River, to Bankin & Bankin.

Schr. Baully, Davis, from Little River, to Willard & Curtis.

A. H. N. steamer.

Sept. 25.—Schr. Spruce, Price, from Smithville, to A. H. N. steamer.

Sept. 26.—Henry Hooten, Giles, from Boston, to J. & D. McEae & Co.; with maise.

Sept. 27.—Emma L. Day, —, from Philadelphia, to

Sept. 25—Sch. *Wide World*, Buckley, from New York, to
D. Casarez; with mdsx.
Sept. 26—Sch. *E. B. Weeks*, Hoffman, from Philadelphia,
to C. Worth; with mdsx.
Sept. 27—Sch. *L. B. Cowperthwaite*, Rogers, from Philadelphia,
to Carra & Howell; with coal.
Sept. 28—Sch. *C. M. James*, Ralston, from Shallotte, to Anderson
Garras; with naval stores.
Sept. 29—U. S. M. Steamer *Spray*, Price, from Smithville, to
A. Hall.
Sept. 27—Sch. *Ellen Randall*, Justice, from Little River,
D. A. Lamont; with naval stores.
Sept. 28—Fanny Lutterloh, Elder, from Fayetteville, to A.
Hall.
Sept. 28—U. S. M. Steamer *Spray*, Price, for Smithville by
A. Hall.
Sept. 29—Sch. *Mary Abigail*, Brown, from Shallotte, to Willard
Curtis; with naval stores.
Sept. 30—Sch. *Kate*, Way, from Tar Landing, to Rankin & Martin.
Sept. 1—Sch. *Herschel*, Birdsall, from New York, to J. R. Bloem-
er.
Sept. 2—Sch. Col. Penniman, Coffin, from New York, to Kidder &
Arnold.
Sept. 3—U. S. M. Steamer *Spray*, Price, from Smithville, to A.
Hall.
Sept. 4—Sch. *J. S. Davis*, Tate, for Tar Landing, by Rankin
Martin.

Schr. Agnes H. Ward, Easters, for Little River, by Har-
 sept. 29. — Schr. W. H. Howard, Brown, from Sloop Point,
 Banks & Daring; with naval stores.
 — Schr. Daily Dargrave, Bussell, from New York, to J. R.
 — Schr. Mariner, Merrihew, from New York, to Murray &
 — Schr. Red Eagle, Clark, from New London, Ct., to J. D.
 — Schr. W. H. Smith, Collins, from Boston, to Banks & Mar-
 — Schr. Alliance, Pennington, from Georgetown, S. C., for
 — Schr. ordered to quarantine, to Harris & Howell.
 — Steamer Flora, McDonald, Hurt, from Fayetteville, to J. T.
 — Schr. — Schr. Emily, Griffin, from New York, to the T. J. F.
 — Schr. — Schr. Cyclone, Dail, from New Bedford, to Keith & Flan-

CLEARED.

Sept. 23.—Steamer Flora McDonald, Hurt, for Fayetteville, by T. C. & B. G. Worth.
Sept. 23.—Steamer Spray, Price, for Smithville, by A. H. Minkhellen.
Sept. 24.—Steamer Sun, Rush, for Fayetteville, by J. M. Clark.
Sept. 24.—Steamer Lutterick, Elder, for Fayetteville, by A. Hall.
Sept. 24.—S. P. Smith, Chesapeake, for New York, by A. D. Calkins; with naval stores.
Sept. 24.—S. B. Strong, Mott, for Philadelphia, by A. D. Calkins; with naval stores.
Sept. 24.—S. M. Adams, Curtis, for New York, by J. L. Hathaway & Co.; with naval stores.
Sept. 24.—M. Y. Davis, Robinson, for Boston, by G. W. Jarvis; with naval stores.
Sept. 24.—M. A. Glover, Boston, for New York, by G. W. Jarvis; with naval stores.
Sept. 24.—S. B. Strong, Mott, for Philadelphia, by A. D. Calkins; with naval stores.
Sept. 25.—U. S. M. Steamer Spray, Price, for Smithville, by A. H. Minkhellen.
Sept. 25.—Sch. L. Louisiana, Mitchell, for Baltimore, by Russell Bro.; with naval stores, &c.
Sept. 25.—Sch. John Burton, for New York, by Harris & Howell.

cher, Sunny South, Weeks, for New York, by Harris &
 with naval stores and cotton.
 cher, Sunny South, Weeks, for New York, by J. R.
 sson: with naval stores.
 29.—Sch. Ellen Randle, Justice, for Little River,
 30.—Sch. Fanny Lutterloh, Elder, for Fayetteville, by A.
 Hall.
 cher, Sidney Price, Godfrey, for Philadelphia, by Harris
 & Dowell: with lumber, &c.
 cher, Ned, Henderson, for New York, by Harris & Ho-
 well: with naval stores and cotton.
 cher, Ned, Henderson, for New York, by A. D.
 aux: with naval stores.
 cher, Ben, McCready, for New York, by Murray & Pea-
 rce: with naval stores and copper.
 cher, Rhoda & Buela, Hoffman, for Philadelphia, by T. C.
 uth: with naval stores, &c.
 31.—Sch. John H. Vance, Church, for Philadelphia,
 by A. D. McTear & Co.: with lumber.

car. R. W. Brown, Andrews, for New York, by A. D.
haus; with naval stores.
Wm. Purington, Weeks, for Boston, by J. H. Flan-
ner; with naval stores.
Rich. Allen, Godf, for New York, by J. H. Planner; with
all stores.

BERNARD'S
HOLLAND BITTERS.*

THE CELEBRATED HOLLAND REMEDY FOR
DYSPEPSIA, DISEASE OF THE KIDNEYS,
ENTER COMPLAINT, WEAKNESS OF ANY KIND,
FEVER AND AGUE,

and the various ailments consequent upon a disordered
STOMACH OR LIVER,

as Indigestion, Acidity of the Stomach, Colicky Pains,
and return, Loss of Appetite, Despondency, Costiveness,
and Bleeding Pills. In All Nervous, Rheumatic,
and Catarrhal Affections, it has in numerous instances proved
ly beneficial, and in others effected a decided cure.
It is a purely vegetable compound, prepared on strictly
antiseptic principles, after the manner of the celebrated Hol-

Professor, Bernhæve. Because of its great success in
of the European States, its introduction into the United
States has been especially rapid. It is now scattered
scattered here and there over the face of this mighty
territory. Meeting with great success among them, I now
it to the American public, knowing that its truly won-
derful medicinal virtues must be acknowledged.

It is a tonic and invigorant for all persons whose
constitutions may have been impaired by the continuous use
of dried spirits, or other forms of dissipation. Generally,
instantaneous in effect, it finds its way directly to the seat
of the disease, thrilling and quickening every nerve, raising up
the system, and, in fact, infusing new health and vigor
into the system.

NOTICE.—Whoever expects to find this a beverage will
be disappointed: but to the sick, weak and low spirited, it
proves a grateful aromatic cordial, possessed of singular

CAUTION:
The great popularity of this delightful Aroma has induced many imitations, which the public should guard against purchasing. Be not persuaded to buy anything else until you have given Berhava's Holland Bitters a fair trial. One bottle will convince you how infinitely superior it is to all these cheap imitations.

Sold at \$1 00 per bottle, or six bottles for \$5, by the proprietors, BENJAMIN PAGE, Jn. & Co., Manufacturing pharmacists and Chemists, Pittsburgh, Pa. Sold in Wilmington by WM. H. LIPPITT, DRAKE & MCWALKER MEARES, and Druggists generally throughout the State.

ne 8, 1858.—232441-ly.

THE ASSORTMENT OF GENT'S DRESS MOLE-
skin and Cassimere Hats at the Emporium, is unsur-
passed for beauty and variety. Call and see the new
now opening, at 34 Market Street.
pt. 27. CHAS. D. MYERS.

**ISSUES BEAVER AND CASSIMERE FLATS.
ST OPENING, NEW WINTER STYLES AT THE EM-
porium, 34 Market Street.
pt. 27. CHAS. D. MYERS.**

may be found at the Hat and Cap Emporium, 34
Market Street.
pt. 27. **CHAS. D. MYERS.**

SEAMLESS GARMENTS.
HAT AND BUSINESS COATS, OVERCOATS, PAN-
taloons. Vests, and Ladies Gaiters. made by steam. the

of the needle dispensed with, the attention of Planters,
owners, and the public generally are invited to inspect
the wonders of the age. For sale by
J. S. WILLIAMS.
Oct. 25th, 1858.

FOR SALE 4,360 ACRES GEORGIA LANDS.
200 ACRES OPEN LAND. 1,000 acres river bottom

land, rich and heavily timbered, and about 3,300 acres of excellent Yellow Pine timbered land. There are able good plantation houses upon the premises, situated on a high elevation, giving a fine view of the entire place, and of good cool water. It is fine farming land for long leaf or Sea Island Cotton, growing from six to eight hundred pounds per acre. It grows splendid Corn, Oats,

Rice and Potatoes. The lands are in one body, located on the East side of the Maaha River, which is navigable all the year, bounded by the river on the West for two miles in extent, on the North by Musk Melon Creek, on the South by Beard's Creek, and protected on three sides, making it a desirable location for the Turpentine business. The Creeks on the North

South being suitable for mooring timber into the river, and ten miles above the crossing of the Savannah, Atlantic and Gulf Rail Road, forty miles from Darien, and convenient for the Brunswick market, being open to three good canals for either shipping or mill timber, with the very best of water carriage. There is no place in the South that offers so many inducements to purchasers.

all lands can be purchased at \$100 per acre. Cash
 balance in twelve months, titles
 for particulars, apply to
 A. G. BUTTS,
 Macon, Ga.
 295-2m*

August 20th, 1858

PORK PORK.
 DEBS MESS. Now landing and for sale by

Sept. 28. ZENO H. GREENE.

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, SEPT. 27, 1898.

TRANSLIENT ADVERTISERS will please bear in mind that their advertisements cannot appear in this paper without first being paid for in advance. This rule will be strictly carried out, without respect to persons. No name for either the Daily or Weekly Journal, will be entered on our list without payment being made in advance, and the paper will in all cases be discontinued when the time paid for expires.

It is a painful element of publicity, that it is generally the worst things that make the most noise. That the virtues are quiet and unobtrusive, while the vices, by disturbing the order of things attract to themselves attention. The law punishes crime, or pretends to do so. It cannot even pretend to reward virtue.

A certain amount of brass and rowdiness will sometimes give to a totally unworthy character a sort of newspaper prominence that the ignorant or unsuspecting might mistake for fame. The telegraphic wires transmit on the same night the news of the celebration of the laying of the Atlantic Cable and of the illegal burning of the quarantine buildings on Staten Island. John Morrissey and the "Puccinia Boy" train themselves for the landable purpose of beating each others' bodies and smashing each others' profiles, and the papers dilate with pleasure upon the preparatory arrangements—tell how the champions are trotted out and exercised and carried down and rubbed off like horses.

On another field another kind of prize fight comes off. A man named Brownlow, misnamed *Reverend*, referred to as the Fighting Parson, makes an arrangement to discuss the question of slavery with another man of equally low cast of mind and temper, Mr. Pryne, an abolitionist. They meet at Philadelphia, and the result may easily be foreseen. They out-Herod Herod, they out-Billingsgate Billingsgate, and the papers publish the particulars.

Wm. Walker, or Col. Titus, or any other visionary or adventuresome or reckless person gets together a few persons as reckless as himself, and at the head of two or three hundred men he is a *General*, and his handful of undisciplined men, embodied contrary to the spirit of the law, is an *army*, and he wanders about the earth ever afterwards calling himself the government of Nicaragua, or some other small affair.

In this way it is pretty certain that false ideas receive a kind of currency, and that they are thus enabled to reproduce themselves, and stamp their impress measurably at least upon the character of the age. Notoriously is mistaken for fame. The young, inexperienced and unregulated emulate the prominence of Morrissey, or Bill Poole, Brownlow or Pryne. They are led to confound heroism with deeds of violence or lawless adventure,—to fancy Walker, Lopez, or Ray Tompkins as being little inferior to Washington, Columbus, or Bolivar—thus brawling demagogues are apt for the moment to attain a power which they can neither hold nor manage.

We regret to see that an unpleasant state of feeling is growing up among and between the Democrats of the State of Virginia. Of the different wings or sections of the party there, one has the *Enquirer* and the other the *South* for its central organ. The suggestions of one wing are controverted by the other wing.—The *Enquirer* recommends the holding of the Democratic State Convention at Richmond or Alexandria, while the *South* thinks that Staunton is the place. One wing favors Letcher for Governor, and the other pitches into him. There are evidently ambitions and aspirations which come into collision with each other, but so far all are pledged to abide the action of the Convention, and we trust that all will do so at the right time, regardless of past squabbles about men.

It cannot be denied, however, that the great and almost undisputed ascendancy of the Democratic party in several States is beginning to develop the consequences which are certain to flow—a feeling of careless security, not that in the squabbles of individuals for power and prominence, the harmony of the party may be endangered and its ascendancy jeopardized.

In Virginia, as in North Carolina, they have that queer sort of politician—a distribution Democrat—who is put forward, aided and abetted by the opposition to the Democratic party. In Illinois, Pennsylvania and other Northern States, there are certain disappointed aspirants, who are consequently disorganizers. What they think of it we cannot say, but for our part we must express our settled conviction, that the party can neither afford to relax its organization, nor can the South afford to abate one iota of Democratic principle.

Getting in the Goods. Judging by appearances, our Dry Goods merchants have determined to keep on trying for another year.—They all are getting in new stocks of goods—some have got in a good many already. On Market Street and Front street there are packing-boxes, and also at different points on Water Street. We do not know whether the stocks this year are as large as usual, but they look to be so, and we presume they are good and well selected and can be offered at "prices to suit the times."

The importations of foreign goods are certainly much smaller this year than for any of the years lately past; so also are the quantities of Domestic Goods manufactured and thrown on the market, and yet we hear of no dearth of goods; nor of any demand above the supply, from which we are led to infer that the consumption must have largely fallen off, which may be a good thing, if it be the result of that economy whose consequence will be relief from debt.

We are not deeply skilled in the mysteries of shopping or the cost of Dry Goods, but we keep hearing things, and comparing notes, and after having done so, we had come to the conclusion that our merchants here sell the majority of articles just as cheap as they can be bought anywhere. Some things may perhaps be higher, but others again are lower. There is no sort of use in sending "North" for anything with the idea of cheapness. Those that want goods ought to get them at home.

THE DETENTION OF THE MAILS AND PASSENGERS. We publish to-day a communication from Hon. Wm. S. Ashe, President of the W. & W. Railroad Co., in reply to an article recently copied by us from the *Charleston Mercury*. Mr. Ashe places the responsibility where it properly belongs, and does no more than justice to the able head of the Post Office Department. The course of the Railroads immediately North of us is impracticable in the extreme, and is not simply inimical to us, but suicidal, so far as our own interests are concerned.

DISPATCH.—The schooner *Anna E. Glover*, (of 300 tons burthen) Capt. J. O. Robinson, consigned to G. W. Davis, Esq., left New York on Saturday afternoon, 18th inst., and arrived here on Monday evening with a full cargo of merchandise, which was discharged, and she has now on board a full cargo of naval stores—about 2000 bbls.—and will sail this afternoon for New York. The *Glover* is a fine vessel and fast sailer, and has generally made quick trips.

Daily Journal, 25th inst. The *Journal* says its light must not be "hid under a bushel." We don't think it ought, but a bigging friend of ours says that "a bushel" would cover us, light and all. We look for comfort from our friend of the *Journal*.—We know, for a certain reason, that he will not agree that our corporal importance, at least, is so inconspicuous.

Epitaphic Carolina. We don't know what to make of our friend Wightman's certain reason, unless it be that, little as he is, the editor of the *Journal* is still smaller. He forgets, however, that however it may be in the matter of longitude, we have the decided advantage of him in latitude—that we are very considerably taller across.

JAMES ADGEY, Esq., a distinguished merchant of Charleston, S. C., died in New York on the 24th inst., of pneumonia.

SPURGEON'S GEMS.—Being Brilliant Passages from the Discourses of the Rev. C. H. Spurgeon. Sheldon, Blakeman & Co., New York.

Seasons to read Spurgeon's Gems. By Francis Wayland. Sheldon, Blakeman & Co., New York.

The above works have been forwarded to us through Messrs. Merrill & Pierce, of this place, and although not quite in our line, we have spent some time in glancing over their contents. "Spurgeon's Gems" consist of what might be called "elegant extracts" from his several discourses. Some of these extracts are note-worthy on their own account, and all are at least objects of curiosity as indications of a certain order of public taste. We have at home many better sermon writers than Mr. Spurgeon, and we have many worse ones. To say that he does not possess talent, or that his reputation is all ephemeral, or built up upon illusive foundations, would be to say what is not so. There are thoughts scattered through the impassioned words which make up the great number of the Gems. Still it would be folly to assert that the printed sermons of Spurgeon can ever hold their ground as standards of pulpit oratory, or that they would ever have attained the immense circulation which has been given to them, but for the excitement created by his oral efforts, and the natural desire to see what it is that constitutes the secret of his power of creating that excitement. Spurgeon speaks to—talks with—his audience as though really meaning it for them. The majority of English preachers adopt a conventional singsong, less real in its expression than the stage strut and growl of a fifth-rate melodramatic actor. Hence their want of popular power, and hence the excitement created by a man like Spurgeon, who really seems to feel what he says; who appears to believe in the truth of his mission, and to be truly desirous to succeed.

Dr. Wayland's sermons are generally plain and practical in their tone. They give evidence of ripe thought. They are didactic without being trite or common-place—sometimes earnest and persuasive, without degenerating into rant, and above all—free from sectarian bitterness.

The *Petersburg Express* urges our Newbern friends to get a telegraph line. We question if it would pay directly, but it might indirectly, as a great benefit and convenience to merchants.—In saying that we question if the line to Newbern would pay, we mean to disparagement to our sister town. Hardly any branch line to a town the size of Newbern can or does pay. The office at this place pays quite well, we believe, but whether the line would pay it is not a part of the great Northern and Southern line, is another matter. We trust, however, that our Newbern friends may find the experiment a successful one. It would be an advantage to the Atlantic R. R. and the Company ought to help.

We had the pleasure of seeing Judge Heath in our town yesterday. His Honor appears to be in the enjoyment of perfect health, and likely to stay so. As we remarked before, he bids fair to be a very popular, as he will certainly be a very able Judge. His manner of presiding at Duplin this week is spoken of in the highest terms, by the members of the bar, and others.

Daily Journal, 25th inst. The *Raleigh Standard* of this date says that the weather has been very cool there for a day or two past, very nearly approaching frost.

One of our exchanges states that water poured on a floor at Columbia, S. C., one night this week was found frozen next morning.

From all accounts it appears to be pretty certain that the cold has come sooner than usual. A killing frost at this early date would cause a very decided loss of cotton and some other crops.—*Id.*

The Rev. Rouben Post, D. D., died at his residence in Charleston, on the 24th inst., of yellow fever, in the 67th year of his age. He had been Pastor of the Circular Church of Charleston for twenty-one years.

Walker's Nicaragua trip is simply an invention of the *New York Herald*, which has been pretty hard run for an item of an exciting character.

Thursdays was observed in Charleston as a day of humiliation and prayer.

A Free Government. We call attention to the subjoined remarks taken from the *Baltimore Sun* of yesterday, the 23rd inst. Surely they indicate a state of thing which is worse than that prevailing under any European or Asiatic despotism, inasmuch as thousands of tyrants are worse than one. The tyranny of mob violence is worse than the despotism of an autocrat. We ask any candid man to ponder over the state of things in a city that Parson Brownlow thinks a pretty fair substitute for Heaven.

The *Sun*, after mentioning the re-nomination of Mayor Swann, by the Know-Nothing Convention, says: In some remarks a few days since we referred in general terms to the principle we have steadfastly maintained in the *Sun*, that national politics should not be considered in our municipal affairs. In so doing we alluded to a proposed "independent movement," so called, and at the same time remarked that we had very little faith in it. We have a single number of the *Sun* who believe in, and would have any faith at all in it. At the time, a correspondent desired to know "if we had no faith in a movement which corresponded with the theory we professed." We have had no opportunity to refer to the matter since, and our reply may be more pertinent and timely now. We put it in the form of another question. Is there a single number of the *Sun* who believe in, and would have any faith at all in it. We have not, in view of what our "elections" have been of late, that any other man could be elected over Mr. Swann, even though there were in the city of Baltimore a clear majority of legal voters in his favor? We do not. Nor do we believe that any nominee of the American party could be elected, with a clear majority of legal voters in the city against him, unless it was a nomination absolutely distasteful to a considerable portion of the party itself. It is this belief, founded in facts known to every citizen of Baltimore, which precludes all faith in the success of any movement, "independent" or otherwise, for the reform of evils complained of.

It is a stubborn fact, not to be glossed by any one familiar with the history of the "elections" in Baltimore, that the polls are utterly closed to thousands of our citizens, while the ballot-box can be and has been used to any extent that the occasion requires for the nominal record of illegal votes. On the other hand, the records at the polls have been such as to assure any reasonable man that persistence in an attempt to vote by a large class of our population would have involved an incalculable amount of bloodshed and loss of life. To such an extent has this lawless force been developed, that challengers and ticket-holders opposed to the dominant have been utterly excluded from the polls and their vicinity. And it is notorious that all sorts of arms and weapons, which there has been scarcely a decent attempt to conceal, have been in the hands of the most desperate men, and prompt for use about the polls upon election days. These are the facts which thoroughly degrade the administration of law in our city, ignore the first principles of American institutions, sap the foundations of public virtue and expose the theory of political equality to the odium of popular contempt.

From a habitually cool and guarded paper like the *Sun*, these are strong expressions.

FIRE.—The alarm of fire yesterday afternoon was caused by the burning of a wooden building on the corner of Fifth street, near the railroad, owned and occupied by Mr. E. B. Wilson. The house was totally consumed, together with a large portion of the furniture. There was no insurance. The loss falls heavily upon Mr. Wilson, though the building itself was not of much value. The fire is supposed to have originated from a spark. A small wooden building, in close proximity to the above, occupied by negroes, was also destroyed.

The Fever at New Orleans. NEW ORLEANS, Sept. 27.—The deaths from yellow fever in the hospital in the twenty-four hours ending last evening were twenty-one. In the city the epidemic is increasing.

Yellow Fever in Savannah. SAVANNAH, Sept. 27.—The total number of deaths from yellow fever in the city during the past week is forty.

WHY THE TELEGRAPH IS DOWN.—We are at last furnished with a reason why the Atlantic Cable is not working. The cable appears to have been taken by surprise. The successful laying of the long wire, and to have omitted provision for a stouter and stronger strand required at either terminus, to save the line from the dangers of shallow water. This heavy cable was only shipped from London, under the charge of Mr. Clifford, at the first of this month. His instructions were to make the substitution at the Valencia end forthwith, and then to proceed to Trinity Bay—a task requiring at least three or four weeks in the fulfillment. The London morning papers of September 1st, announce accordingly, that at the end of three weeks the line would be ready for public use, and that the London celebration would be reserved for that occasion.

This is direct and comprehensible—decidedly better than the apocryphal statements in regard to conflicting methods of telegraphing, with which the Press has been freely supplied. And, by the way, who furnished Mr. Cyrus W. Field with the dispatch read at the Crystal Palace, stating under date of September 1, that the Directors were on their way to Valencia, and the line was to be laid immediately? The public is imposed upon. Who is the impostor?—N. Y. Times.

You may bet your head on that—the public has been imposed upon. "Who is the impostor?" Well, who was likely to gain most by bogus messages, and imposing upon the public in other ways? Who has sold out on the rise incident to the first excitement after the laying of the cable? The thing will all come out sometime.—But the explanation given by the Times is not borne out by more recent advices from Europe. The directors there have their humbugs, as well as the directors here.

WILMINGTON, N. C., Sept. 27th, 1898. MESSRS. FULTON & PRINCIPAL—Gentlemen:—In your number of the 25th, you copied from the *Charleston Mercury* a communication from a traveler, complaining of the unreasonable detention of the great Mail along the Atlantic line, which, in my opinion, does great injury to the Postmaster General. I entirely agree with the writer that there is great fault somewhere. There are no good reasons for the delay. Travelers should be detained no more than a week; but does he censure the proper person? I think not. In all of my official communications with you, I have ever found him anxious to accelerate, rather than retard the progress of the mail, and whatever may be his private predilections in favor of the Tennessee and Virginia route, he has never allowed this feeling to influence his action as the head of the Post Office Department.

The traveling public owe this outrageous detention to the conduct of the two lines of Roads connecting with the W. & W. Road at Weirton. They positively refuse to start before the arrival of the Raleigh train, and this is always two or three hours behind time. W. S. ASHE, President W. & W. R. Co.

Correspondence. KENANSVILLE, N. C., Sept. 22d, 1898. WILLIAM A. ALLEN, Esq., Editor of the *Enquirer*.

The Executive Committee of the Duplin Agricultural Society request of you the favor of an Address, to be delivered before the Society at its next annual Fair, to be held at their Fair ground, near Kenansville, on 5th day of November next.

They hope you may not let your business engagements interfere so far with your time as to prevent your complying with their request. Very respectfully, O. R. KENAN.

KENANSVILLE, N. C., Sept. 23d, 1898. MY DEAR SIR:—Your communication of the 22d inst., informing me that I have been selected by the Executive Committee of the Duplin Agricultural Society to deliver an Address before the Society at its approaching annual Fair, was received yesterday.

I feel deeply sensible of the kind feelings which have prompted the Committee in tendering me this compliment, and although my professional engagements will necessarily prevent me from being able to deliver the Fair and afford me but little opportunity of deliberating upon subjects connected with Agriculture, I know not how better to show my appreciation of your partiality than by accepting your invitation. Very truly, WM. A. ALLEN. To Maj. O. R. KENAN, Kenansville, N. C.

Letter from Salt Lake. ST. LOUIS, Sept. 22.—The Salt Lake mail, 21 day out, has arrived. Brigham Young still remains in close quarters. Everything was peaceable between the Gentiles and the Saints.

The troops at Camp Floyd were all well. Gen. Johnston is wintering there. The Indians on the route were quiet. Great excitement existed in regard to the gold mines at Pike's Peak. They are said to be as rich as those of California. Companies of miners and adventurers were leaving the borders every day for the diggings. From the St. Joseph Daily Gazette, Sept. 18.

The Salt Lake mail, under conduct of Mr. B. R. Pope, arrived in this city yesterday. Mr. Pope came through in the usual time. He reports the best state of feeling between the Mormons and the authorities. In his own language, "Brigham Young and Gov. Cumming run together." He had no difficulty with the Indians, and heard of no trouble of any kind. We should not wonder, if this city, with his train at the crossing of the North Platte, getting along remarkably well.

Mr. Pope saw a man by the name of James Saunders, an old mountaineer and Indian trader, just from the gold regions, who reported that there was "plenty of gold." He was at one of the stations above Fort Laramie, and heard of a great many gold mines. He said he had seen a great many of the mines; more than he (Saunders) wanted to see. Mr. G. P. Beauvais, who has a trading post at one of the stations, informed the conductor that he had seen a mine the day before which confirmed the reports of gold. Mr. Beauvais was of opinion that there are rich mines. This is the substance of all Mr. Pope heard of the gold regions. We should not wonder, if anything satisfactory from them until we hear from some of the numerous persons of this city and neighborhood who are preparing to visit the mines. We have nothing as yet which can be regarded as sufficiently reliable and encouraging to induce emigration.

Nicaragua Steamer. SAVANNAH, Sept. 22.—The steamer *Catharine Mariah*, from New York for Nicaragua, has put into this port for coal.

More Slaves Landed at Cuba. NEW ORLEANS, Sept. 23.—The steamer *Cahawba* arrived to-day from Havana, having sailed on the 20th.—A cargo of Africans has been landed at Cardenas.

The Paraguay Expedition. NORFOLK, Sept. 23.—The steamer *Water Witch*, Fulton, and Arctic, and the sloop-of-war *Preble*, all under orders for Paraguay, arrived here last night.

STEAM SHIP BURNT AT SEA.—The ship *Arabian* arrived at New York last Saturday, and reports that on the 15th she fell in with an iron screw-steamer, on fire, apparently of about 1,200 tons, with a gilt crown glass, dead, straight stem, raked foreward, and her bottom painted red. The upper works were all consumed, masts gone, and sides falling in.

The smoke-stack was lying on the starboard side, and its color could not be told. The *Arabian* passed under her stern, but no name was distinguishable. She was supposed to have been burning about forty-eight hours. No boats could be descried, or any other signs of the sufferers in the distance.

OUR CABLE.—We have on exhibition at our office, a piece of the hawser made use of by the officers of the United States Government in transferring the Africans from the steamer *Gen. Clinch* to the deck of the frigate *Niagara*. It is eleven inches in circumference; is a three-strand hawser; each of the three strands is six inches in circumference; and of fifty-six strands of Manila yarn. The hawser bears marks of the chafing or rubbing of the tub which carried the negroes over. This hawser will remain for the inspection of the curious at our office, for a few days. We have no intention of cutting it into small pieces.—*Charleston Mercury*.

TELEGRAPH BETWEEN SAN FRANCISCO AND SALT LAKE CITY.—The California papers received by the last mail inform us that a project is on foot for the establishment of a telegraph line from San Francisco to Salt Lake City. O'Reilly is said to be at the head of the enterprise. A Cleveland paper informs us that there is being built in that city a steam plough intended to be used in laying a telegraph wire between the Missouri frontier and California. The machine will be able to travel 15 miles a day, and will be so arranged as to cut the trench, put the wire in it, and bury it as it goes. We hope to hear of it again.

The favorite *Isabel* has received the annual suit of repairs and new decorations, and will sail from New York on the 1st prox., and from this city on the 4th prox., resuming the schedule for Key West and Havana. The *Isabel* has not yet received a new captain but will sail under charge of Captain Wm. Bell. *Charleston Courier*.

Three Days Later from Niagara—Arrival of the Niagara.

HAIKAPPA, Sept. 22.—The R. M. steamship *Niagara*, from Liverpool on the 11th, arrived here this morning. The news generally is unimportant.

The steamers City of Washington and Nova Scotian arrived at Liverpool on the 9th. There was nothing in relation to the cable. The directors were to hold a meeting on the 11th to discuss future action. The shipment of the shore cable from Plymouth to Valencia had been suspended.

The port of Villa Frances, in the Mediterranean, has been closed to Russia. The Bank of France had gained 33,000,000 francs in specie during the previous month.

The American ship *J. J. Hathorne* and the barque *Margaret* came in collision in the mouth of the Mersey, and the latter sunk. All perished except the captain and pilot. The Times says the condition of the cable is unaltered. Signals continue to be received, but they are too faint and uncertain to be intelligible. Continued experiments indicate that the cable is in the Irish coast, and probably within three miles of the shore. The Liverpool Post says experiments prove beyond a doubt that the defect arises from a leakage at a distance of 240 miles from land.

Heavy reinforcements for the Indian army had sailed from England.

The forcible abduction of a Roman Catholic inquisition, at Bologna, of a Jewish child, under a pretence of its having been baptised secretly by its nurse, had created a painful sensation throughout the Jewish world. The Jews in London had taken the matter up.

THE LATEST. Bombay dates of the 8th August had been received. The rebels had been defeated, with great slaughter, by Gen. Robertson, near Katruze. The Anglo-Chinese treaty stipulations were more favorable than at first supposed. Christianity is tolerated throughout the empire; missionaries are to be placed under the protection of the Chinese authorities; diplomatic agents are to reside permanently at Peking; the tariff is to be revised; several new ports are to be opened; trade is to be unrestricted, and money to be jointly suppressed.

The English funds closed firm on Friday. A terrible explosion of powder mills had taken place near St. Petersburg. One hundred persons were killed. A great conflagration had taken place at Moscow. Hundreds of houses were destroyed and the forests were on fire.

Additional by the Niagara. HALKAPPA, Sept. 22.—The first instalment of fifteen per cent of the Turkish loan was met with remarkable promptness.

Pardo, Hoomans & Co., carpet manufacturers, at Keddminister, had suspended; liabilities £80,000 to £100,000.

The Board of Trade had directed an inquiry into the circumstances attending the wreck of the American ship *Albatross*, of the port of New York.

Negotiations for the establishment of mail services to Australia and British Columbia by the Panama route were still under the consideration of the government.

The London News understands that the European and American Steam Company have effected a reconciliation with Messrs. Crosskey & Co., on satisfactory terms.

The correspondent of the Times, who has a good official experience in the feelings of the Chinese, has strong apprehensions that if the payment of the war indemnity is allowed to be left dependent on the collection of the customs at Canton, not only will its receipts be problematical, but there will be a constant recurrence of disputes.

The French press had been interrupted from publishing any portion of the will of the Dukes of Orleans.—The Paris Presse, however, had published it, minus its postscript.

The Emperor and Court were still at Biarritz.

Spain.—The Madrid journals say that a decree for the dissolution of the Cortes had been recently signed.

Austria.—Austria paper currency had recovered its par value.

Vienna advises say that the Emperor has ratified the agreement signed by the Paris conference for the new organization of the Danubian principalities. It has been definitely settled to lay a submarine cable from Ragusa to Alexandria.

Italy.—Negotiations were going on between the Pope and the Emperor of Russia for settling the religious situation of Poland.

Russia.—The Emperor has ordered the foundation of a new town at the confluence of the See and Amoor rivers.

The fire at Moscow was caused by the clandestine manufacture of lucifer matches. A peat bog in the vicinity of the city had been set on fire by the wind. The report that the port of Villa Frances has been closed to Russia for a term of years is confirmed. Russia has now accomplished her object of having a naval station in the Mediterranean. Her fleet will consist of one ship-of-the-line and three frigates.

MONTENEGRO.—The Austrian Gazette says it is reported in Montenegro that the Emperor of Austria, Prince Danubius's brother, is to take the reins of government, to acknowledge the supremacy of the Porte, and to have a seal of office. An armistice has been concluded until the 31st of December between the Porte and Montenegro.

THE VERY LATEST BY TELEGRAPH TO LIVERPOOL.—The Foreign Office has received the following: The arrival of the 8th August (by telegraph to Malta) have been received. Maun Singh, who was besieged in the fortress of Shawir by a large body of rebels, has been relieved by General Grant, whose column is now at Pzyaband, where he has been joined by Maun Singh and his troops. General Robertson, having come up with the rebels near Katruze, totally defeated them, and has now returned to the coast.

Hon. F. Bruce, bearer of the Chinese treaty ratified by the Emperor, has arrived at Malta.

The Times' dispatch says disturbances and bloodshed at Canton continued. Shanghai dates of the 14th July say tea were unchanged and silks firm.

The Avon, from Melbourne, has arrived at Falmouth, with 107 Monks, and 200 dead (by telegraph to Malta), which will be immediately sent to the bank. The Hongkong's cargo (about \$1,000,000) will also find its way into the bank on Saturday.

The Atlantic Cable All Right. TRINITY BAY, Sept. 23.—The cable is in good order again, and the electrical current is now passing through the wires as perfectly as ever.

TRINITY BAY, Sept. 23.—We can at last announce the gratifying intelligence that the Atlantic cable is again in complete working order. Good electrical currents have been passing through the line for the last three days, and though we are not informed of the transmission of any specific messages, it can be stated with accuracy that the "signals" received from Valencia are as perfect as ever. It is hoped that the cable will be ready for business in a few weeks at the furthest.

The Cable—Mr. De Sautey's Response. TRINITY BAY, Sept. 24.—To Cyrus W. Field, Esq., N. Y.:—We have received nothing intelligible from Valencia since the 9th of September, excepting feeling a few signals yesterday. We cannot send anything to Valencia. There has been very little variation in the electrical manifestations.

DE SAUTEY. NEW YORK, Sept. 25.—Mr. De Sautey telegraphs the honorary directors that he will hereafter send daily reports in relation to the cable.

The cable is not working to-day, but the Trinity Bay station is occasionally receiving some weak impulses of current, but they are unintelligible.

The day before yesterday we commenced receiving a current of Valencia, and hoped we should be at work today. Mr. Mackey was then informed that the current had failed; hence the discrepancy in the messages.

At a social meeting of his fellow-church members, among other things each member was relating his causes for joy and sorrow. When Mr. said: "In my family of children I have much cause to joy, and also much cause to sorrow. There is my son, Billy; a good, reverent and God-fearing boy. He is a fine fellow, and is an audacious scamp. He left his poor grey-headed father many a day ago, and it has been a long time since I have heard from him; and when I last heard from him he was way up the Galesburg, a ruffian, swag, playin' seven up and down; but thank the Lord, he is making money by the trip. Ain't he sister?" "Yes, he is, and no mistake!"

The Burning Steamer. The *New York Herald* of Friday morning indulges at length in speculations concerning the burning steamer. It states that the *Baltimore*, a steamer, was wrecked on the 11th inst., off the coast of Ireland, and that the ship was on fire, and that the crew were rescued. The probabilities are, in regard to the above named steamships now at sea and not heard from on the date in question, that paper says:

The position in which the burning steamer is reported to have been seen is about 1,500 miles from Sandy Hook and about 1,400 miles from the coast of Ireland. The probabilities are, in regard to the above named steamships now at sea and not heard from on the date in question, that paper says:

The City of Baltimore, North Star, and New York, could hardly have reached such a distance from Sandy Hook so soon after their day of sailing from our port; nor could the Prince Albert or the Hudson have got so far from their point of departure on the 15th inst. The *Saxonia* would probably have been too far advanced on her voyage to have been a freshly-burned or burning steamer on the 15th, at the point reported.

The probabilities are, therefore, reduced to the Ariel, Alps, Canada, Edinburgh, and Austria. The report of the master of the *Roeenheath* is indefinite and unsatisfactory, inasmuch as it does not tell whether the burning steamer was a screw or paddle-wheel steamer, and that her engines are reported to work through the upper deck would lead to the supposition that she was a paddle-wheel ship. But a partially-burnt steamer might present such appearances as to lead to the supposition that her engines worked through her upper deck, without such being really the case. This statement, however, leads to the belief that it was a paddle-wheel steamer.

Of these the description would indicate the Ariel, which has one walking beam, her engine, therefore, working through the upper deck. But we believe this steamer was not painted red on the bottom, and that she had no bowsprit at all.

The Alps is an iron screw steamer of the Liverpool line, sailing from New York for that port on the 5th inst. We believe she is a red bottom steamer, but her engines did not work through her upper deck. She had no passengers.

The Canada is the Cunard line steamer which left Boston on the 8th and Halifax on the 10th for Liverpool. We do not know what color her bottom was painted, but her engines worked through her upper deck. The Edinburgh, screw steamer, left New York on the 8th for Glasgow, and might have been in the vicinity of the disaster at the time in question. Our impression is that she also is a red bottom steamer, though she had no engines above her deck.

The last of the steamships within the range of probability is the *Austria*, which is reported to have left Hamburg on the 1st and Southampton on the 4th inst. for New York, and is consequently now nineteen days out and several overdue here. We believe she has a red bottom, though her engines did not work through her deck. There is much anxiety about her, and it is feared she may prove to be the unfortunate ship.

There is one probability in favor of the safety of the crew and passengers, which is a strong one. The burning steamer had no person on board when seen by two vessels, and as she was on the track of the numerous lines running between this and Europe, the reasonable supposition is that they were all taken off by some eastern bound steamship. It is to be hoped that a few days will solve all these painful doubts.

A Balloon Lost in the Sky. From the Detroit Tribune, Sept. 18.

We have learned full particulars of the Balloon Ascension at Adrian, on Thursday, its subsequent descent, and its second ascension and runaway with the aeronaut while beyond his control. It was a brief narrative, but of thrilling interest to man lost in the sky. These details are so terrible that it makes the flesh creep and sends a shudder through every nerve.

The first ascension took place about nine o'clock in the morning. It was on the occasion of a large Sunday School celebration at Adrian. The balloon was a very large and well constructed one, being about the height of a two-story house, and was of a light blue color, and was fastened to the ground by a rope. The balloon was filled with gas, and was being inflated by a pump. The balloon was being inflated by a pump. The balloon was being inflated by a pump.

In doing this, the monster balloon was turned over and partially upside down to disentangle the netting and to reach the valve. To do this, Mr. Ira Thurston, one of the aeronauts, got on his feet and got astride of the valve-block. He then suggested that the sky was dark, and the balloon was being inflated by a pump.

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